

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, DC

ORDER NO. 3310

IN THE MATTER OF:

Served March 28, 1989

Application of LEATHERWOOD MOTOR )  
COACH CORPORATION Trading as EAST )  
COAST PARLOR CAR TOURS for a )  
Certificate of Public Convenience )  
and Necessity -- Charter Operations)

Case No. AP-88-47

By application filed November 7, 1988, Leatherwood Motor Coach Corporation trading as East Coast Parlor Car Tours (Leatherwood or applicant) seeks a certificate of public convenience and necessity to transport passengers and their baggage, in the same vehicles as passengers, between points in the Metropolitan District, restricted against transportation solely within the Commonwealth of Virginia.

The proposed transportation would be provided using 28 coaches manufactured between 1978 and 1983. Leatherwood's proposed tariff lists "off-season" (November 1 through March 15) rates of \$40 an hour with a four-hour minimum. Between March 16 and October 31 ("peak season") rates would be \$45 an hour with a four-hour minimum. If Leatherwood's driver serves as a sightseeing guide, \$5 an hour would be added to the rate. Transfers between two points within the Capital Beltway would be billed at \$150 during off-season and \$180 during peak-season. Other transfers (between any point inside the Capital Beltway and any point outside the Capital Beltway and between any two points outside the Capital Beltway) would be \$175 during off-season and \$225 during peak-season. An insurance surcharge and volume discounts are proposed.

With its application Leatherwood submitted a balance sheet dated August 31, 1988, showing current assets of \$1,654,196; fixed assets after allowance for depreciation of \$1,759,433; and other assets of \$7,576. Current liabilities of \$988,460; long-term liabilities of \$1,278,287; and equity of \$1,154,458 are listed. An operating statement for the eight months ended August 31, 1988, shows gross sales less commissions and advance tour expenses of \$2,450,869 with operating expenses, including taxes and depreciation, of \$2,354,670, resulting in net operating income of \$96,199. For the first six months of WMATC operations Leatherwood projects WMATC charter income of \$765,000 and "total operating expenses" of \$666,425.

Pursuant to Title II, Article XII, Section 4(b) of the Compact, this application must be scheduled for public hearing to determine if applicant is fit, willing, and able properly to perform the proposed service and to abide by pertinent regulatory requirements, and to determine if the public convenience and necessity require the proposed service.

THEREFORE, IT IS ORDERED:

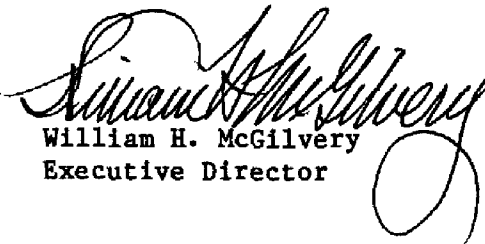
1. That a public hearing in Case No. AP-88-47 is hereby scheduled to commence Tuesday, May 2, 1989, at 9:30 a.m. in the Hearing Room of the Commission, 1828 L Street, N.W., Suite 703, Washington, DC 20036-5104.

2. That Leatherwood Motor Coach Corporation shall publish once in a newspaper of general circulation in the Metropolitan District, and post conspicuously and continuously in each of its vehicles through the date of public hearing, notice of this application and the hearing thereon in the form prescribed by the staff of the Commission, no later than Tuesday, April 4, 1989, and present at hearing an affidavit of said publication.

3. That any person desiring to protest this application shall file a protest in accordance with Commission Rule No. 14, or any person desiring to be heard on this matter shall so notify the Commission, in writing, no later than Friday, April 21, 1989, and shall simultaneously serve a copy of such protest or notice on applicant's counsel, William F. King, Esquire, Suite 1018, 4660 Kenmore Avenue, Alexandria, VA 22304.

4. That Leatherwood Motor Coach Corporation is hereby assessed \$750 pursuant to Title II, Article XII, Section 19 of the Compact and is directed to deliver said amount to the office of the Commission, 1828 L Street, N.W., Suite 703, Washington, DC 20036-5104, no later than Friday, April 21, 1989.

FOR THE COMMISSION:

  
William H. McGilvery  
Executive Director